

CPA 2009-0014  
Recommended Changes  
and Corrections to the  
December 2009 DRAFT 2035 Transportation System Plan

1. Correction: Appendix E Local Connectivity Map: connection #153 should read “**P**” Pursue Non-auto
2. Change: Appendix E Local Connectivity Map: Add the following connections that are now located within City limits:
  - a. 154 P Pursue Non-auto
  - b. 155 P Pursue Non-auto
  - c. 156 P Pursue Non-auto
  - d. 157 P Pursue Non-auto
3. Correction: Shopping access layer was not included in Figure 4-9 in error. This was corrected by the consultant and a new pdf generated to replace it. The shopping access on Figure 4-9 matches those locations that are shown in Figure 4-8 Pedestrian Needs, and includes Washington Square, Beaverton Regional Center, and various other shopping areas.
4. Correction: Road Closure symbol on Barrows Road at Scholls Ferry Road was inadvertently left off the Adopted Functional Classification Figure 3-2. Place closure symbol back on map.
5. Change: The Beaverton Creek Trail alignment was recently amended in THPRD’s Trails Master Plan. Figure 4-9: Remove railroad alignment of Beaverton Creek Trail south of Farmington Road and replace it to show that the Beaverton Creek Trail segment that replaces the railroad alignment starts at the existing terminus of the Fanno Creek Trail on the south side of Denney Road. It becomes an on-street trail that proceeds west on Denney Road to King Boulevard, then proceeds north to Allen Boulevard crossing Allen Boulevard at the signalized intersection. On-street alignment proceeds north on Lee Avenue, then west on 11<sup>th</sup> Street to Alger Avenue, then north on Alger Avenue to the stop controlled intersection with 5<sup>th</sup> Street. It then proceeds west on 5<sup>th</sup> Street to the signalized intersection at Lombard Avenue then travels north on Lombard Avenue to the Beaverton Transit Center. This change was requested by the THPRD Trails Committee and a subsequent amendment to their Trails Master Plan adopted by the THPRD Board. This change is consistent with City analysis in the Beaverton 2035 TSP update and the past Metro/ODOT Highway 217 study that identified a parallel bicycle route for the City to implement. The on-street system in Beaverton’s Regional Center is particularly appropriate as the adopted 2020 TSP refined the trail alignment within the Regional Center to be on-street. THPRD’s Beaverton Creek Concept Plan concurred with this alignment choice shortly thereafter in their own study.
6. Update and correct THPRD Trails layer on all TSP maps to reflect THPRD’s GIS trails layer. This includes, but is not limited to, Fanno Creek Trail alignment proposed from Hwy 217 to Allen at Scholls Ferry, Beaverton Creek Trail, Westside Trail’s newly constructed segment.

7. Update maps to reflect City's recently completed City owned trails and accessway inventory GIS layer.
8. Correct existing conditions bicycle network map to show that Murray, between TV Hwy and Farmington Road, has bike lanes on the east side only. West side has a shared use path.
9. Goal 6.2.2.d) "stands" should read "standards."
10. Goal 6.2.3. Policy (e) Mid-block crossings for trails access, such as the Denney Road Fanno Creek Trail crossing, will be considered as appropriate where findings for safety are met and such crossings are approved by the City.
11. Goal 6.2.3.h) action: Work cooperatively with Tualatin Valley Fire and Rescue and other Washington County emergency service providers to designate **and update** Primary and Secondary...
12. Project tables: RTP 10811, Beaverton Creek Trail, TSP 71, description should read "to design and construct a regional trail 10'-12' wide paved and on-street where appropriate.
13. Page 3-44 4<sup>th</sup> paragraph: ...The city includes lands owned and maintained by the THPRD that provide several off-street ~~bike~~ multi-use paths...